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MEMORANDUM

TO: Human Resources Analyst
Office of Human Resources

FROM: Rod Summerfield, Chief
Mobile Source Operations Division

DATE: August 18, 2001

SUBJECT: **RECLASSIFICATION JUSTIFICATION**

The Mobile Source Operations Division (MSOD) requests approval to reclassify a position in the Aftermarket Parts Section from an Air Pollution Specialist (APS) to an Air Resources Engineer (ARE).

Background

MSOD is responsible for implementing all of the Air Resources Board's (ARB'S) mobile source programs. The Aftermarket Parts Section ensures that any add-on or modified part installed on a pollution-controlled vehicle, engine or equipment will not adversely affect emissions. Parts which have been evaluated by the section and found not to adversely affect the vehicle's or engine's emissions are exempted from the Vehicle Code Section (VC) 27156, California's anti-tampering law. The section is also responsible for certifying retrofit systems for emission reduction credits.

This position was originally responsible for evaluating the emissions impact and on-board diagnostic II (OBD II) system compatibility of add-on and modified parts for light-duty vehicle applications. The position is also responsible for conducting field surveys and providing technical support to other government agencies and ARB's legal office against false advertisement or illegal installation of aftermarket parts. Other section staff members are also responsible for evaluating the impact of aftermarket parts on emissions and for coordinating bench and /or dynamometer test programs.

Recently, the ARB has initiated a plan to reduce diesel PM emissions in order to address the toxic risk from diesel PM. Part of the plan is to implement a large scale program to

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California Environmental Protection Agency

retrofit existing diesel engines with PM filters and other technologies to reduce PM emissions. In addition, retrofits of existing heavy-duty diesel engines to reduce oxides of nitrogen (NOx) emissions were identified as necessary if the major population centers in California are to reach their clean air goals. A number of incentive programs such as Carl Moyer Program or Sacramento's Heavy-Duty Diesel NOx Reduction Program have been initiated to lower the NOx emission levels. Retrofit systems to be used in any of the PM or NOx reduction programs need to be evaluated for their impact on emissions and durability. Because of high demand and public interest in reducing PM and NOx emissions from heavy-duty diesel engines, it is anticipated that a significant number of retrofit kit manufacturers will be requesting evaluation on their retrofit systems. Therefore, focus of the position should be directed on evaluating the emissions impact and durability of new retrofit technologies for reducing NOx and PM emissions.

Class Concept

Air pollution Specialist

Classes in this series apply scientific methods and principles in the identification, study, and solution of air pollution problems. Incumbents design, conduct, and evaluate air monitoring, investigation and control programs, and motor vehicle test programs; develop and validate air quality simulation models; collect, analyze, and evaluate data on the effects of air pollutants on human health, vegetation, wildlife, water supplies, and other aspects of the environment; assess the impacts of new emission sources; collect and analyze vehicle test data to determine compliance with current regulations; conduct and evaluate air monitoring programs; design storage and retrieval systems for emissions and aerometric data; coordinate air pollution control programs with other public agencies; develop regulatory measures and implementation plans and procedures for air pollution and vehicle emission control; enforce compliance with air quality standards and control measures; and develop trend data of air pollution from mobile and stationary sources in relation to various factors. Incumbents may also represent the Air Resources Board in various joint operations, speak before groups, answer inquiries, and prepare and correspondence.

Range A is the entry and first working level of the series. Incumbents perform less difficult professional air pollution control work under close supervision.

Range B is the intermediate working level at which the incumbent performs and assists higher level staff in air pollution control work of average difficulty.

Range C is the full journey person level. Incumbents independently perform the more responsible, varied, and complex work, and provide consultation or coordination in joint studies.

Air Resources Engineer

Under supervision, incumbents solve air pollution problems using engineering skill expertise.

Range A is the entry and first working level. Incumbents perform less difficult air pollution engineering work or motor vehicle pollution control engineering work under close supervision.

Range B is the intermediate working level at which the incumbent performs and assists higher level staff in air pollution-related engineering work of average difficulty.

Range C is the full (nonregistered) journeyperson level. Incumbents perform difficult air pollution engineering work or motor vehicle pollution control engineering work.

Range D is the full (registered) journeyperson level. Incumbents perform the full range of the more difficult professional air pollution-related work and motor vehicle pollution control engineering work for the Air Resources Board.

The Position

The ARE, Range C in the Aftermarket Parts Section will independently perform the full range of more difficult, varied and complex air pollution-related work. The evaluation of retrofit systems for diesel engines would require strong engineering skills to analyze the emission reducing benefits of new technologies, and to assess their effectiveness on specific vehicle applications. The responsibilities of the ARE, Range C will focus on developing test protocol and engineering evaluation criteria to determine the effect of retrofit systems and devices on heavy-duty diesel exhaust emissions. The incumbent will conduct engineering assessments of retrofit systems to determine their impact on emissions durability. This will entail analysis of emissions data, engineering design information, and functional or bench test data on the system's operation. The incumbent will also provide guidance to manufacturers regarding application requirements, testing protocol and the evaluation process. The incumbent will be responsible for preparing technical reports with recommendations for preparing, granting or denying the issuance of an Executive Order.

Conclusion

This position is most appropriately classified as an Air Resources Engineer, Range C in the Aftermarket Parts Section because it is consistent with the class concepts and the duties are comparable to similar positions throughout ARB. If you have questions, please contact me at (626) 450-6152.

Attachments: Current and Proposed Duty Statements
Current and Proposed Organization Charts